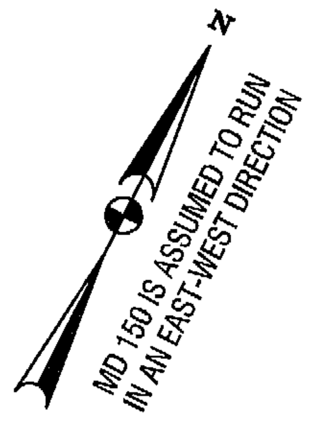
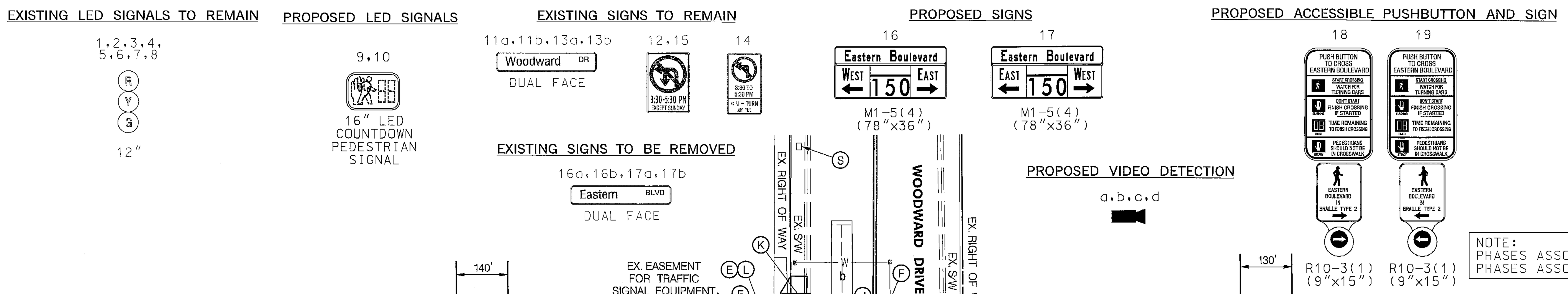
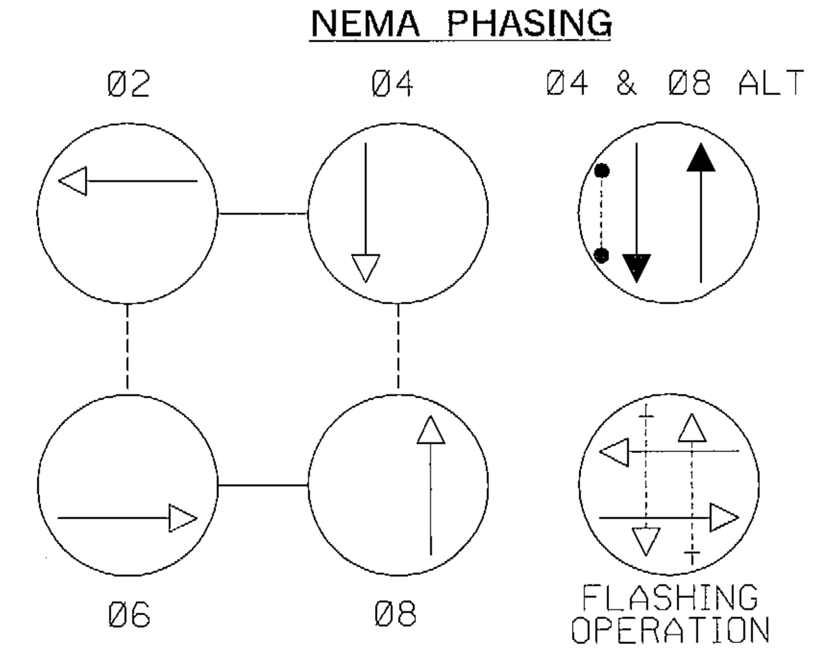
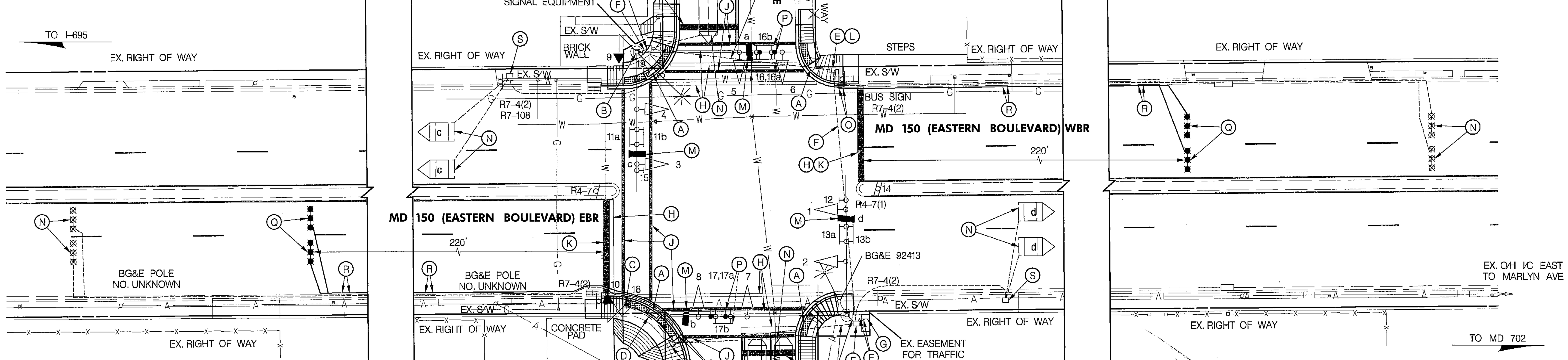
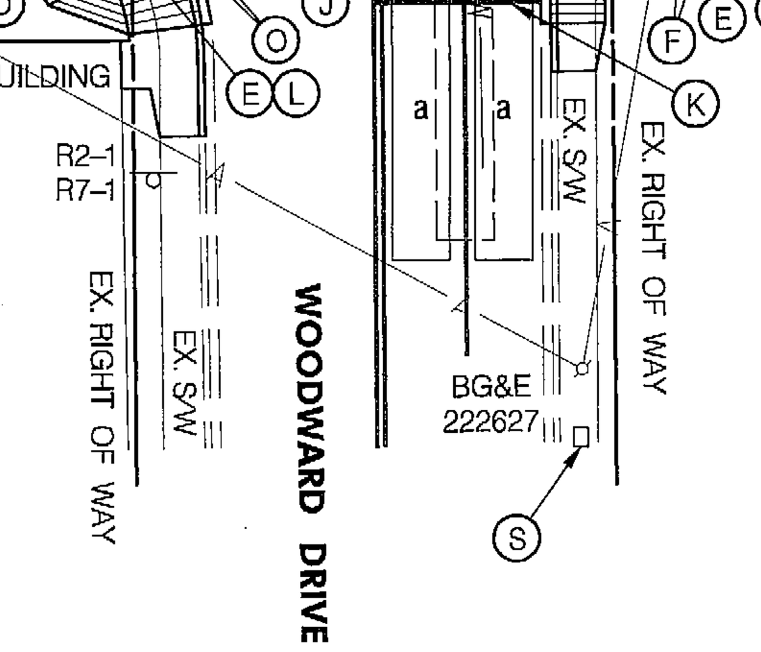






NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.





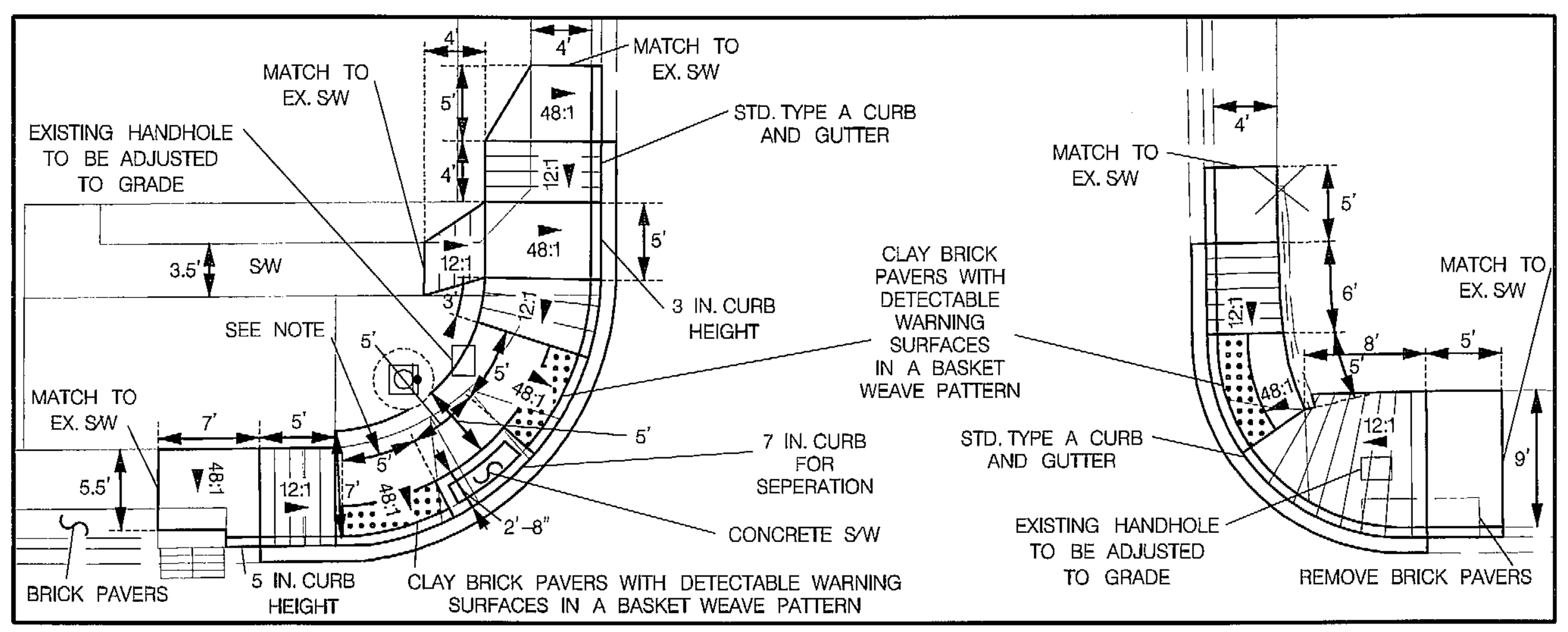
CONSTRUCTION DETAILS

A. REMOVE EXISTING SIDEWALK AND RAMPS. CONSTRUCT NEW SIDEWALK AND RAMP WITH DETECTABLE WARNING SURFACE PER SHA STD. MD 655.40 (SEE DETAILS THIS SHEET).
B. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON (ARROW LEFT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS EASTERN BOULEVARD" ON EXISTING SIGNAL POLE.
C. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON (ARROW RIGHT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS EASTERN BOULEVARD" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
D. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
E. USE EXISTING HANDHOLE.
F. USE EXISTING CONDUIT.
G. USE EXISTING SIZE "5" BASE MOUNTED CABINET AND CONTROLLER.
H. REMOVE EXISTING PAVEMENT MARKINGS (SEE NOTE 16).
J. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR CROSSWALK.
K. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR STOPLINE.
L. ADJUST EXISTING HANDHOLE TO GRADE.
M. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM (SEE NOTE 20).
N. ABANDON EXISTING LOOP DETECTOR/MICROLOOP PROBE SET.
O. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.
P. REMOVE EXISTING OVERHEAD SIGN AND INSTALL NEW OVERHEAD SIGN IN SAME LOCATION ON EXISTING MAST ARM.
Q. INSTALL MICROLOOP PROBE SET.
R. SAW CUT FOR MICROLOOP PROBE LEAD-IN.
S. REMOVE EXISTING HANDHOLE. CAP AND ABANDON EXISTING CONDUIT AND BACKFILL.

GENERAL NOTES

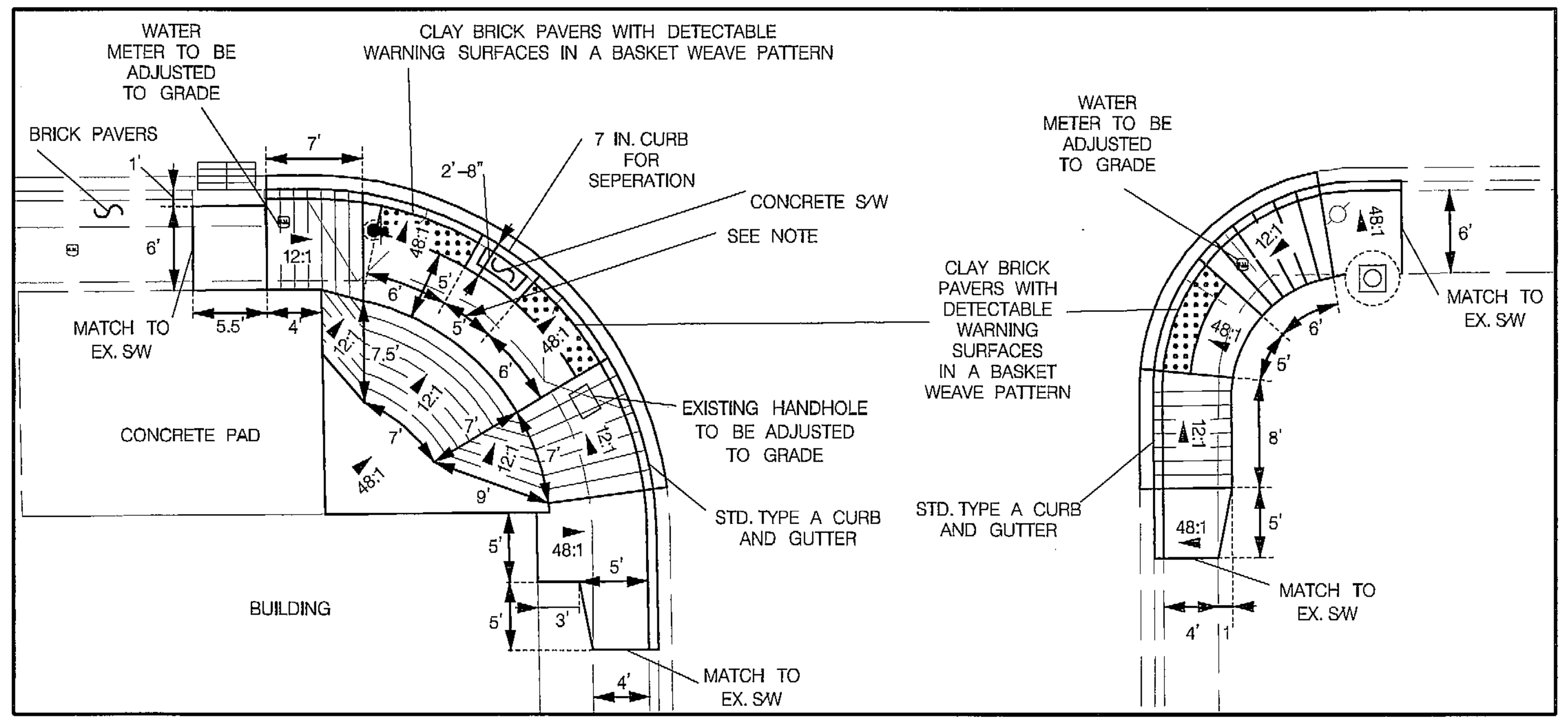
1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.
6. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
7. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
8. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION PRIOR TO INSTALLATION.
9. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
10. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
11. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
12. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
13. PUSHBUTTON ARROWS ARE TO BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
14. ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK CONSTRUCTION.
15. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
16. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT ARE WITHIN PROPOSED CROSSWALKS AND BETWEEN PROPOSED CROSSWALKS AND PROPOSED STOPLINES.
17. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
18. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
19. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.

NORTH LEG SIDEWALK RAMPS
1" =10'



NOTE: DIMENSIONS REPRESENT SIDEWALK 5' FROM BACK OF CURB.

SOUTH LEG SIDEWALK RAMPS
1" =10'



NOTE: DIMENSIONS REPRESENT SIDEWALK 5' FROM BACK OF CURB.

TOD NO: XX645-20
SHA NO: BA938B5G
MD 150 @ Woodward Drive

STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, MD 21244
www.stvinc.com

UTILITY LEGEND

—E—E—	ELECTRIC CABLES	—SD—SD—	STORM DRAIN
—A—A—	AERIAL CABLES	—G—G—	GAS MAIN
—T—T—	TELEPHONE CABLES	—W—W—	WATER MAIN
—F—F—	FIBER-OPTIC	—S—S—	SEWER MAIN

GEOMETRIC LEGEND

═ ═ ═	EXISTING
═══	PROPOSED

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 150 (EASTERN BOULEVARD) AT WOODWARD DRIVE

ESSEX, MARYLAND

TRAFFIC SIGNALIZATION SHEET

APPROVALS: TEAM LEADER; ASST. DIV. CHIEF; DIVISION CHIEF; OFFICE DIRECTOR — ORIGINAL ON FILE

REVISIONS

C. INSTALL VIDEO, APC/CPS FOR THE WEST LEG & XWALKS FOR THE NORTH, SOUTH & WEST LEGS. SHA NO. XX6455185 TIMS # J992 04/2012 STV KXT

B1 SIGNAL POLE REPLACEMENT, REMOVAL OF LIGHT POLE SHA NO. BA2605177 08/1999 BT DAZ BRK TH

B REBUILD EXISTING TRAFFIC SIGNAL AND INTERCONNECT SHA NO. BA2605177 02/1999 BT BRK TH

SCALE 1" = 20' DATE ____ CONTRACT NO. ____

DESIGNED BY ____ COUNTY BALTIMORE
DRAWN BY ____ LOGMILE 03015003.38
CHECKED BY ____ TIMS NO. ____
F.A.P. NO. ____ TOD NO. ____

TS NO. 3863C DRAWING SG-01 OF 02 SHEET NO. 01 OF 02

PLOTTED: Monday, April 23, 2012 AT 10:54 AM
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BY: tarnovk -